

--Courtesy The Mariners' Museum

### THE ROBERT F. STOCKTON AND THE INTRODUCTION OF SCREW PROPULSION

By Alexander Crosby Brown

Under the date of May 30, 1839, Philip Hone, erstwhile mayor of New York and celebrated diarist, committed the following lines to his journal:

Among the maritime exploits with which these adventurous times abound, the arrival, on Wednesday last, of a little steam schooner, called the ROBERT F. STOCKTON, from England, was one of the most remarkable. She sailed from Gravesend on April 13. She is only ten feet wide and seventy feet long, and her burthen is thirty tons. She is built entirely of wrought sheet-iron, and intended as a towing vessel on the New Jersey Canal. The commander is Captain Crane. She performed her voyage in forty-six days, with no serious disaster except the loss of one seaman, who was washed off this little cockle-shell by one of the seas which were constantly sweeping her decks. Never, I presume, was the western ocean crossed in so small a craft. There was not room enough to lie straight nor to stand erect. This little vessel lies near the Battery, and is visited by hundreds of curious persons, anxious to realize the possible truth of the nursery story about the "three men of Gotham" who "went to sea in a bowl."

ROBERT F. STOCKTON was the seventh iron vessel built by John Laird of Birkenhead to be exported to the United States. Apart from her own success, she played a very important role in the history of this country by being the means of inducing the Swedish-born engineer John Ericsson to emigrate here and become an American citizen. Ericsson was one of the first promoters of the screw propeller, although actually not the inventor, as has been claimed. In the middle thirties he was in England, attempting without success to interest the British Admiralty in his schemes. In the spring of 1837, his first screw propeller had



been fitted, with complete satisfaction, in a small experimental vessel, 45' long by 8' beam, named FRANCIS B. OGDEN after the American consul at Liverpool. In Ogden, according to W. C. Church's biography of the inventor, "Ericsson found an attentive listener to his engineering ideas, and a warm sympathizer with projects so novel that they confused the mind of the average Englishman."

Still another service accorded Ericsson by Ogden was to bring him into contact with Lieutenant Robert F. Stockton, U. S. N., an intelligent and experienced, though hardly over-modest American officer. This meeting occurred at a most propitious time, when the ardent promoter of the screw propeller was desperately in need of influential assistance. Stockton's personal and family interests were tied up in the Delaware and Raritan Canal, and, as a result of the financial panic of 1837, he was in England to attempt to procure means for the completion of that work.

If the officials of the Royal Navy failed at once to recognize the value of Ericsson's propeller in the little FRANCIS B. OGDEN, Stockton was not in their company. On the contrary, he was able to persuade Ericsson that his future lay on the other side of the Atlantic, and, in the fall of 1839, the inventor left the Old World for good.

Meanwhile, however, Stockton had commissioned him to design the little screw steamer which carried his name. Ericsson took his plans to John Laird, and ROBERT F. STOCKTON was launched in the Mersey River July 7, 1838, and immediately fitted with the double-cylinder direct-acting steam engine and the patent propeller, second of its type to be installed.

Stockton had returned to the United States while the building was going on, but came back to England in December, promoted to captain. The results of the little steamer's trials were considered remarkable at the time, pre-

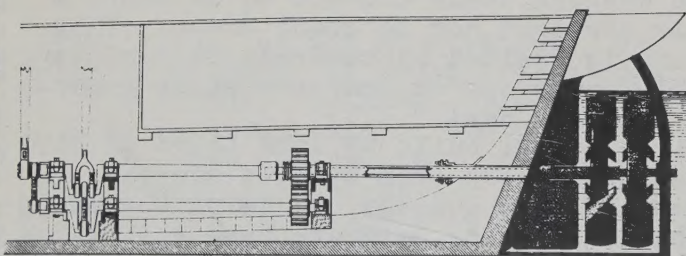
saging, according to the London Times, "important changes in steam navigation."

Stockton felt that, as soon as the boat could demonstrate her prowess in the United States, Ericsson's future would be made. Actually, it did not work out with such alacrity. As Hone reported, ROBERT F. STOCKTON left England in April, 1839, and 46 tempestuous days later arrived safely in New York, where Captain Crane, a resourceful Connecticut mariner, was given the freedom of the city. Four men and a boy comprised the crew, and one was lost, as stated, on the way across. For the trip, the STOCKTON was rigged as a schooner and made no use at all of her steam. There is a spirited view of her under way in violent seas.

Stockton was correct in assuming that his vessel would command an interested audience. At every hand she was acclaimed with such remarks as "an extraordinary specimen of modern ingenuity," and so forth. She was subjected to numerous experiments and changes at the shops of the Camden & Amboy Railroad at Bordentown, New Jersey. John H. Morrison's Iron and Steel Hull Steam Vessels (SSHA Reprint 3) cites as one serious defect that, "with the two propellers in operation on one shaft, she was very erratic in steering properties; but the removal of one wheel improved her very much. Her rudder was also changed and placed aft of the propeller." As originally equipped with twin screws, she had one solid shaft turning in the opposite direction to the other shaft, which was in the form of a pipe enclosing it.

She was soon put to work at prosaic duties, and began towing barges on the Delaware and Raritan Canal. This she successfully did for a matter of some thirty years more. By act of Congress, ROBERT F. STOCKTON had been admitted to United States registry May 8, 1840, and renamed NEW JERSEY.

There were numerous other claimants to having invented the screw propeller, but Ericsson was actually responsible for its universal acceptance. Although they later quarreled, Stockton, true to his word, saw to it that Ericsson's plans were duly considered by the Navy Department, with the upshot that the fine new wooden-hulled steam frigate PRINCETON, which Captain Stockton himself commanded, was commissioned in 1844. It will be recalled that two decades later, at the outset of the Civil War, another Ericsson warship, MONITOR, revolutionized naval warfare (Continued at foot of next page)



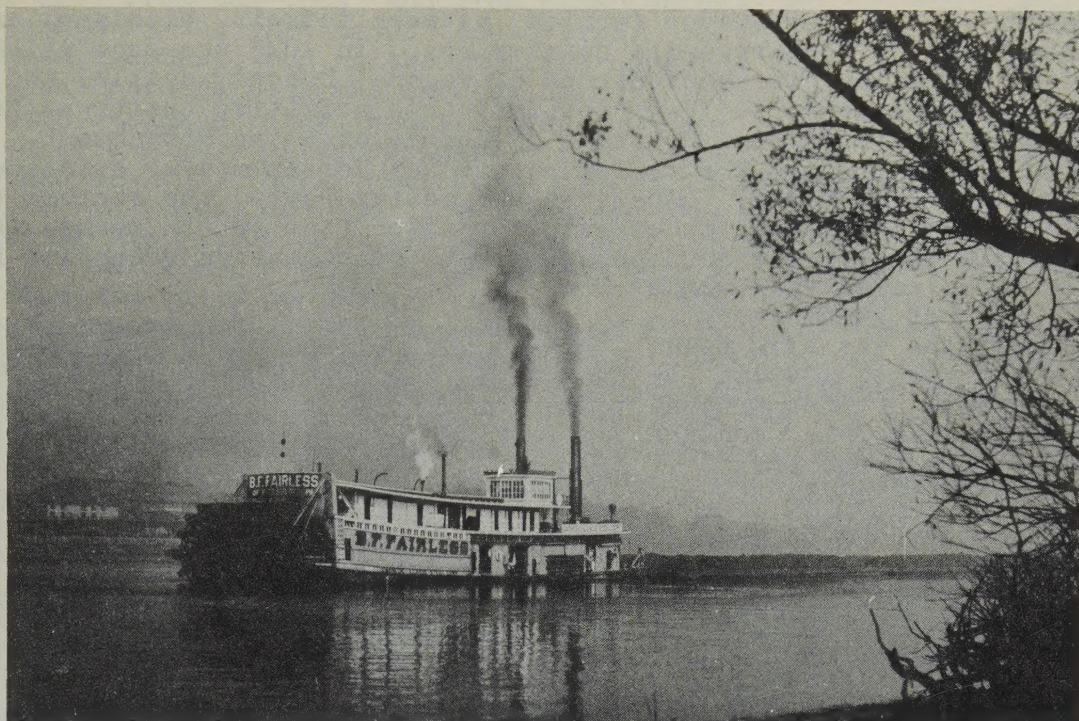
ERICSSON'S SCREW PROPELLERS IN THE ROBT F. STOCKTON. 1839.

--From Woodcroft, Steam Navigation



## STEAMBOAT RIVER --- III

By Frederick Way, Jr.



--Bill Reed Photo, courtesy Steamboat Photo Co.

The Pittsburgh Steamship Company's BENJAMIN F. FAIRLESS on the Great Lakes is probably better known to boat fans than her little brother B. F. FAIRLESS a YOUGHIOGHENY on the Monongahela River. This smaller edition belongs to the Carnegie-Illinois Steel Company and is one of their nine steam sternwheelers which supply mills in the Pittsburgh area with coal. Carnegie Steel has had river steamboats since 1917 and has been one of the die-hards in adopting diesels. Bill Reed sneaked this photograph from shore as the FAIRLESS awaited her turn at a lock just beyond to the right. There is the same repose here you'll see in any barbershop where shaggy prospects sit in chairs, thumb magazines, and await that electric word, "Next!" The fireman probably is back at the throttle, the engineer up in the cookhouse chinning with the cook, the mate out on the head of the tow with his knees curled around a timberhead, swapping lies with the on-watch deckhands about last night in Donora. The pilot is reading a copy of The Waterways Journal somebody gave him, or one he snitched.

(Continued from page 74)  
and ship construction.

It is significant to note that in 1866, "after a generation of trial, investigation, and controversy," the British Patent Office, as spokesman of the nautically-minded British public, wrote Ericsson expressing the desire to purchase ROBERT F. STOCKTON's original machinery, to place it in the Patent Office Museum, along with Watt's steam engine, Bell's engine which propelled COMET on the Clyde in 1812, and other equally celebrated trophies. But unfortunately the engine of this pioneer screw steamer was converted to scrap, and no relic of her remains. A scale model, made of metal, is in the watercraft collection of the United States

National Museum.

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**NOTE:** The foregoing article was first written as a chapter of a thesis submitted by Mr. Brown in 1951 to the College of William and Mary, Williamsburg, Virginia, and is here published with the permission of that institution.

Besides sources specified in the text, the author has relied on W. S. Lindsay, History of Merchant Shipping (London, 1883); Bennet Woodcroft, Origin and Progress of Steam Navigation (London, 1848); Hazard's U. S. Commercial and Statistical Register (July, 1839); C. W. Mitman, Catalogue of the Watercraft Collection (Washington, 1923); and his own "A Forgotten Voyage," (Yachting, July, 1937).



## FERRY SERVICE ON THE DETROIT RIVER

By the Rev. Edward J. Dowling, S. J.

The story of the cross-river ferries between Detroit, Michigan, and Windsor, Ontario, opens a century and a quarter ago. In 1825 the scow OLIVE BRANCH was placed in operation "for convenience of wagons, horses, cattle, and"--as if by afterthought--"passengers." Very possibly this primitive craft was kept on a straight course in the current by means of a cable or swing attachment. One artist's representation shows the vessel powered by horses moving a treadmill attached to side paddle wheels. Whatever the motive power, the venture seems to have proved satisfactory and successful, for, after five or six years, the small steam-driven sidewheel ferry ARGO began operations, commanded by Captain Burtiss.

It should be noted that, while ARGO was the first steam ferry across the river, she was by no means the first steam vessel to visit Detroit and Windsor. Steamers had been in use on Lake Erie and the Detroit River since the advent of WALK IN THE WATER in 1818.

In 1834, two competitors entered the inter-city service: the steamers LADY OF THE LAKE and UNITED, both driven by paddles. UNITED's engines were of the high-pressure noncondensing type which emitted a very audible chuff - chuff when the vessel was under way. Incidentally, the oldest ship on the Detroit River today, the carferry HURON, has engines of this type.

In the forties, as improved business required better boats and less unreliable schedules, ALLIANCE b UNDINE and ARGO NO.2 were put in service. Old records indicate that the latter's tonnage was 111, which figure we may respectfully accept with much hesitation. The same proverbial grain of salt must be taken with the tonnage figures given for OTTAWA of 1852 and GEM of 1856, namely 300 and 250, respectively. It is very possible that these figures refer to capacity tonnage, or, more probably, passenger capacity.

Associated with GEM is a name which was in later years to be prominently connected with marine affairs on the Detroit River, that of W. P. Campbell. The name of Campbell was subsequently associated with the Detroit & Cleveland Steam Navigation Co., the White Star Line, and, in a very special way, the Detroit, Belle Isle, & Windsor Ferry Co.

In 1856, the same year that saw GEM enter the cross-river service, a fine new ferry was built in Detroit for Canadian ownership and named WINDSOR. This vessel was chartered by the Great Western Railway to serve as a connecting link between its station in Windsor and the Detroit & Milwaukee Railway station back of the Brush Street dock in Detroit. This was the start of the pres-



PROMISE and FORTUNE, February 23, 1896  
--Courtesy William A. McDonald

ent Canadian National-Grand Trunk Line between Montreal, Toronto, and Chicago.

For a few years, about 1859-1860, the iron steamer MOHAWK, built at Kingston in 1842, was on the local ferry line. At about the same period, the wooden ESSEX was built at Walkerville.

In 1864, the screw-driven ferry DETROIT was built at Algonac for the City of Detroit. This is the first municipally owned ship recorded on the cross-river shuttle. Before she was two years old, she figured as rescue ship in one of the only two accidents involving heavy loss of life to mar the safety record of the ferry service.

On the night of April 23, 1866, a drum of oil exploded aboard the ferry WINDSOR, just as she was about to cast off from the Brush Street dock. In a few minutes she was enveloped in flame and was beginning to drift with the current down the Detroit waterfront. DETROIT, under command of Captain Innes, was docked at Woodward Avenue. She immediately put out after the burning WINDSOR, and managed to get a line onto her. Meanwhile, small boats, both from DETROIT and from shore, were try-



ing to rescue passengers and crew, most of whom had been forced to jump overboard.

DETROIT's initial efforts to keep the blazing derelict away from the dock and from other ships were retarded by the parting of the towline. She then rammed WINDSOR, and, although afire herself forward, was able to push the burning hulk to the then-vacant Sandwich Point, where it was consumed to the water's edge. Of approximately fifty persons aboard WINDSOR, thirty perished.

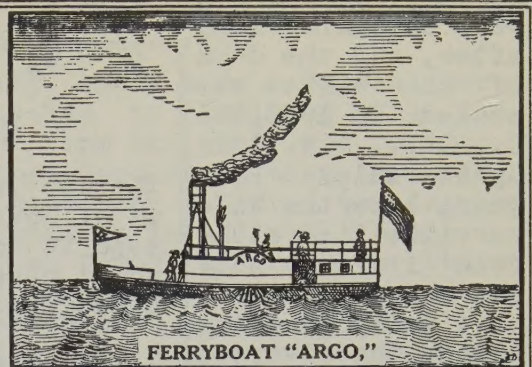
WINDSOR's place on the Great Western Line was taken by the new UNION, built at Windsor later in 1866. UNION was a large screw vessel with a dining room on the upper deck. Even after the arrival in 1867 of GREAT WESTERN, which could ferry whole trains across the river, UNION was used by the line for passengers of trains which terminated at either Windsor or Detroit.

HOPE, an American boat, came on the scene in 1870, followed two years later by VICTORIA, the first craft owned by the Detroit & Windsor Ferry Co. From this period on, the majority of the cross-river ferries would be operated by this company. VICTORIA was 106' in length and had the reputation of being a good winter boat. FORTUNE and EXCELSIOR followed in 1875 and 1876.

GARLAND came out in 1880, as the finest craft of its type the Detroit River had seen. Besides running in the ferry service, she made excursions on the river. The second great disaster in the history of the ferries occurred July 22, 1880, when GARLAND, carrying an outing of employees of the Detroit Stove Works, collided with and sank the steam yacht MAMIE near Grassy Island. MAMIE was returning from Monroe with a party of altar boys from Holy Trinity Catholic Church in Detroit, under the supervision of Father John Bleydenberg, curate of that church. The big GARLAND ran clear over the yacht, which sank before boats could be lowered to assist. Of 24 persons on MAMIE, 17 were drowned. There is a memorial tablet recording the tragedy in Holy Trinity Church.

In 1881, service was opened between Walkerville and Jos. Campau St. in Detroit, by the Walkerville & Detroit Ferry Co. with the new wooden ferry ARIEL.

By 1883, the development of Belle Isle as a public recreation center was nearly complete. The Detroit & Windsor Ferry Co. secured the charter for service to the island. When the new steamer SAPPHO, of 153 tons, inaugurated this service, the company adopted the title Detroit, Belle Isle, & Windsor Ferry Co. The popular abbreviation of this name, "D., B. I., & W.," was a by-word among residents of Windsor and Detroit for three generations.



FERRYBOAT "ARGO,"

--Courtesy W. A. McDonald

The beautiful parks and lagoons of Belle Isle lured thousands to the spot. Within ten years the ferry line had to add another vessel, PROMISE. Even her capacity of 2000 passengers was inadequate, and in 1894 PLEASURE, 293 tons, 140' in length, was added. At that time a 20-minute schedule was maintained between Woodward Avenue and the Island, and a 10-minute schedule between Woodward and Ouellette Avenues. Those were the days when one could pay a dime, get on the ferry, and stay on board for as many rides as one wished.

In 1902, a new service was opened to Bois Blanc (Bob Lo) Island, opposite Amherstburg, Ontario, at the lower mouth of the Detroit River. A new steamer, considered a leviathan in her time, was built especially for this route. She was the well-known COLUMBIA, built at the Wyandotte Yards of the Detroit Dry Dock Co., from plans drawn up by the master marine architect Frank E. Kirby. COLUMBIA is 216' long and was originally licensed to carry 3500 people. BRITANNIA of 1907 and STE. CLAIRE of 1910 were similar to her, though slightly smaller. For a while all three ran to Bob Lo; but in later years BRITANNIA was used on the inter-city line.

Since 1881 the reliable ARIEL had been plodding back and forth between Walkerville and Jos. Campau Street. In 1913, the Walkerville Line decided to add a more modern craft, and had the Toledo Shipbuilding Co. construct the ferry ESSEX, a 100' steel vessel. In the early twenties, increasing business, especially heavy trucking, necessitated addition of WAYNE (1923) and HALCYON (1925). Practically sisters of 135', both were built at the Rouge by the Great Lakes Engineering Works.

During the twenties the D., B. I., & W. added new boats as replacements for its outdated vessels. In 1922, the 170' LA SALLE was built at Toledo, and in 1928 CADILLAC came from the Rouge yards. Hers was the last name on the list of Detroit River ferries. The Ambassador Bridge and the Detroit-Windsor Tunnel



were opened not long after, and the doom of the ferries was sealed. In 1938, the D., B.I., & W. laid up its ships. Four years later the Walkerville Line withdrew its only active vessel, HALCYON.

Today, glancing across the river, we see COLUMBIA and STE. CLAIRE still taking excursions to Bob Lo.

All the rest have gone to other ports and been converted for other duties. FORTUNE ended her days up at the Soo, and ARIEL and GARLAND last served the Port Huron-Sarnia ferry, the latter as CITY OF SARNIA. Shortly before the second world war, ESSEX and BRITANNIA were converted into tugs. ESSEX & STOIC was used for some years on Lake Ontario by Imperial Oil. BRITANNIA, though owned by Mr. T. J. McCarthy of Detroit, lies idle at Duluth--still with her old name.

HALCYON, CADILLAC, and LA SALLE were converted to Coast Guard cutters during the war, but have seen little service since. A few of the ferries have come home to die: WAYNE, after excursion service at Duluth, lies idle and a little rusty in Windsor; CADILLAC, or what remains of her (she was considerably altered for a proposed Lake Erie service several years ago), is docked at Hastings St., Detroit. The hull of LA SALLE, stripped to the main deck, lies (July, 1951) at an Ohio scrapyard.

Though the ferries are gone, their memory lives on. In days of international mistrust and strained relations, it is

DO WE WANT THE LYTLE LIST

TO STOP AT "S"?

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Order A Copy Now, And

LET'S FINISH THE ALPHABET!

consoling to find, here at home, the bond of peace and amity so firmly established between two cities in two nations. I think that bond has been welded just a bit more strongly by the white ferryboats which, over a century's space, have brought these cities closer together.

NOTE: This article is the slightly altered text of a radio talk delivered by Father Dowling July 7 over Station CKLW, Windsor, Ont., for the Essex County Tourist Association, which has kindly consented to its publication here.

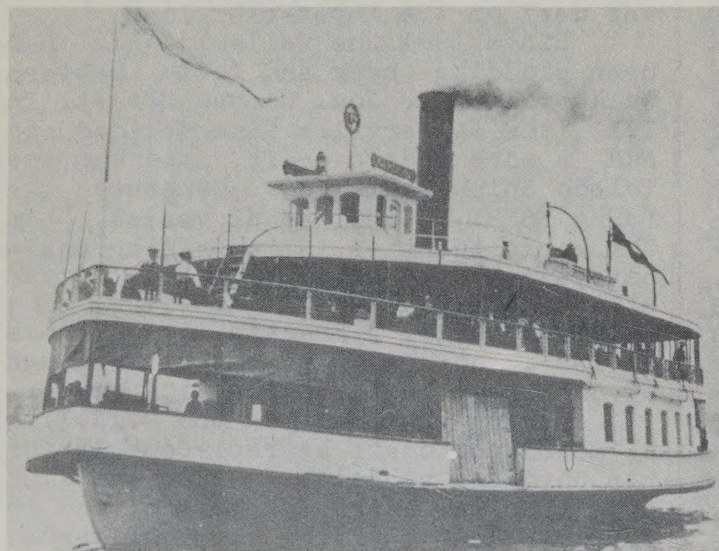
## CQD Exchange

Kenneth C. Jenkins, Associate (in charge of developing Riverboat Section), San Francisco Maritime Museum, wishes to learn what photos members have of Sacramento-San Joaquin R. steamers. Museum now has ACME, ALVIRA, AMELIA, ANTELOPE, APACHE, AURORA, CAPITAL, CAPITAL CITY, CAPT. WEBER, CAROLINE, CERES, CHEROKEE, CHRYSOPOLIS, COLUSA, CONSTANCE, CROCKETT, DAUNTLESS, D.E. KNIGHT, DELTA KING and QUEEN, DOVER, EXPRESS, FORT SUTTER, FRANCES, FRUITVALE, GOLD, GRACE BARTON, HARRIET, HELEN HENSLEY, HERALD, H.J. CORCORAN, IROQUOIS, ISLETON, JACINTO, J. D. PETERS, JULIA, LEADER, MODOC, MT. EDEN, NAPA CITY, NAVAJO, NEW WORLD, ONISBO, ONWARD, PAUL PRY, PETALUMA, PORT OF STOCKTON, POTRERO, PYRAMID, REFORM, RELIEF, SACRAMENTO, SACRAMENTO (No. 4), ST. HELENA, SAN JOAQUIN NO. 3, SEMINOLE, SENTINEL, SONOMA, SUNOL, T.C. WALKER, VALLETTA, YOSEMITE, ZINFANDEL. Foot of Polk St., SF.

Wanted: Bassett-Lowke waterline 1"-100' models ADRIATIC, OLYMPIC, MAJESTIC, BRITANNIC, REX, STATENDAM, to complete collection I plan bequeathing Mystic Museum. State price, condition. Theodore Gommi, 567 Bedford Rd., Pocantico Hills, Tarrytown, N.Y.

Was there ever a beam engine small enough to fit a boat about 20' long? If so, is there any chance it still exists? Clues welcomed. Richard M. Mitchell, Brattleboro Rd., Hinsdale, N. H.

Our leading illustration raises a problem. It is labeled ROBERT F. STOCKTON, but shows the vessel flying the U. S. flag. Her first enrollment says she was NEW JERSEY at the moment she became officially an American hull. Comment? --CBM



GARLAND

--SSSHA Photo Bank (J. A. Peters)



## THE NEW LOOK IN DIESEL

## THE TWIN-SCREW MOTOR VESSEL ROYAL IRIS

By Michael H. Smye

One cold morning last spring, the new Wallasey ferryboat ROYAL IRIS arrived in the Mersey from her builders' yard at Dumbarton, Scotland. She cruised slowly up the river, escorted by ferries and tugs. Her streamlined superstructure and primrose-colored hull would have attracted the attention of commuters even if the scream of sirens had not stirred them.

ROYAL IRIS is something more than a ferry, and she is a worthy inheritor of the proud name she bears. The first IRIS, owned by the Wallasey Corporation, took part in the raid on Zeebrugge, Belgium, in the first world war, and afterwards had the title ROYAL added to her name.

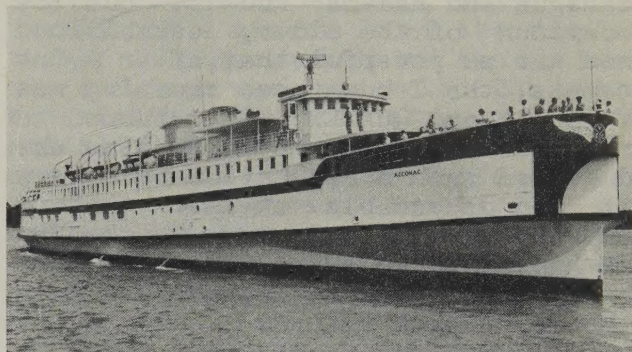
The new ROYAL IRIS has been designed for short sea and river cruises as well as for ferry services on the Mersey. Of very different appearance to the usual Mersey ferryboat, she is a  $13\frac{1}{2}$ -knot vessel of 1234 gross tons, her dimensions being 150' x 48' x  $12\frac{1}{2}$ ' (9' draft). She is propelled by twin screws driven by a diesel-electric installation. Twin rudders are fitted.

The ship has four decks with passenger accommodation on all of them. No automobiles are carried. There is a spacious sun deck, a pillarless ballroom measuring 60' x 40', a smoke-room, a Fish and Chip Saloon, and Cocktail and Beer Bars.

When the vessel is on ferry service, certain of the public rooms are shut off, as the time taken for the crossing (only about 5 minutes) would

not justify their use. Special care has been taken to eliminate noise and vibration from the ship and engines, and the designers claim that these objectives have been achieved to a degree hitherto unknown in a diesel vessel.

William Denny & Brothers, Ltd., built the ship. Diesel engines and electric equipment were supplied, respectively, by Ruston & Hornsby and Metropolitan-Vickers. The funnel is a dummy, and exhaust gases are released through two uptakes (see picture), one on each side of the ship. This luxury vessel, which cost the equivalent of \$700,000, seems likely to prove very popular with the people of the North of England, who have already patronized her well during her first summer.

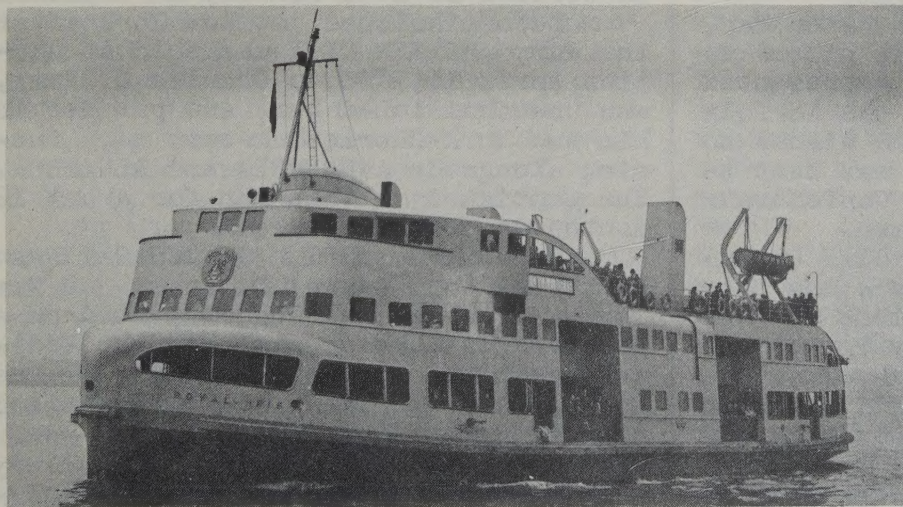


ACCOMAC --Courtesy Va. Ferry Corp.

"Newest" American diesel--also a ferry--is ACCOMAC, which recently emerged from her third major surgery to take up service across the mouth of Chesapeake Bay, Little Creek to Kiptopeke, for the Virginia Ferry Corporation. She was built in 1928 as VIRGINIA LEE--291'x50.1'x16.5'--for a parallel route, Cape Charles to Norfolk.

During the war, she went to South American river service, returning in 1948, to be purchased by Wills, converted from steam to diesel, renamed HOLIDAY, and used for two years in excursion service, chiefly between Boston and Provincetown.

After purchase by the VFC, she was altered to carry 70 automobiles, her single stack being replaced by two and her knife-edge bow blunted to facilitate loading. She has proved slightly faster than her new running mates, and the VFC is much pleased with her.



ROYAL IRIS

--Photo by Keith P. Lewis



## THE QUAKER CITY

By Erik Heyl

Ships are like people. Some lead calm, prosaic lives from cradle to grave, going about their tasks with a minimum of fuss and fanfare; others seem destined for odd adventures resulting in fame or notoriety, and finally oblivion.

QUAKER CITY was a ship whose career was liberally spiced with excitement, adventure, danger, pleasure, and at the end neglect and evanescence. Built by Vaughn & Lynn of Philadelphia, she was launched in 1854, for the New York, Havana, & Mobile Line. Her wooden hull measured 227' x 36' x 26'; 1790 gross tons. Her sidewheels of 30'8" diameter were turned by a side-lever engine (85" x 8' stroke) and boilers working at 28 pounds pressure. On completion she was operated between Baltimore and Mobile, stopping at Havana, for four years, or until 1858.

On October 27, 1858, QUAKER CITY was the first steamer to sail a new route from New Orleans to Minatitlan, Mexico, whence transit was to be made across the Isthmus of Tehuantepec to the Pacific coast. This route was considerably shorter than the better known Nicaragua and Panama routes; but the opposition of the older, established lines was so powerful that, after a few attempts, the Tehuantepec crossing was abandoned and QUAKER CITY returned to her previous service. By this time she had gained such a reputation as a very fast and dependable steamer that in 1859 she was transferred to the New York-Havana run. In July, 1859, she went from New York to Havana in 3 days 14 hours, then a record.

The next two years were spent on this route. But, on the outbreak of war, QUAKER CITY was purchased, in May, 1861, by the U. S. Navy Department, in desperate need of fast steamers for blockade work. After being commissioned, she was attached to the Federal blockading squadron off Fortress Monroe. All through 1861 and 1862, she was on cruising duty, hunting for blockade runners. This was monotonous and tiresome work, only occasionally relieved by an actual pursuit or fight.

While cruising in Lynn Haven Bay, near Cape Henry, QUAKER CITY picked up a refugee from Norfolk, who represented that the master plumber of the Norfolk Navy Yard was on shore and wished to be taken off. A boat which was sent to get him was fired on by Confederate dragoons, who killed one man. A few 32-pound shells from QUAKER CITY quickly put a stop to this and made the Confederate cavalry decamp. This was one of the few cases in history in which a man-of-war fought against cavalry.

In January, 1863, QUAKER CITY was attached to the blockading squadron off Charleston. On January 31, while many vessels of the squadron were away on various errands, a desperate effort was made by the Confederate squadron to re-

capture the stranded blockade runner PRINCESS ROYAL, which had been driven ashore and captured by Union forces a few days before. The Confederate squadron consisted of the rams PALMETTO STATE and CHICORA, while the Union vessels on duty were KEYSTONE STATE, MERCEDITA, and QUAKER CITY, all converted merchantmen. MERCEDITA was so badly mauled and sustained such loss of life that she surrendered. KEYSTONE STATE was also severely handled, having 50 men killed and 30 wounded, and was also on the point of surrendering. QUAKER CITY did not come through unscathed, but was less damaged than her consorts. She received a Confederate shell, which exploded in her boiler room and nearly wrecked the machinery. As Federal reinforcements came rushing from all directions, the Confederate rams, both of them somewhat damaged, broke off the action and withdrew to Charleston.

After repairs, QUAKER CITY was returned to blockading duty until December, 1864, when she was attached to Admiral Porter's fleet, which had been ordered to capture Fort Fisher. She was in the third line of vessels bombarding the fort on December 24 and 25, and also participated in the second and successful attack, January 13-15, 1865.

Decommissioned at New York after the war, QUAKER CITY was sold at auction April 11, 1865, to Charles C. Leary, who reconditioned her and put her in his New York-Charleston service, running alongside ANDALUSIA and ALHAMBRA. She continued on this run for about 18 months, and then was laid up.

On June 7, 1867, QUAKER CITY was purchased by Daniel D. Leary of New York--just when she had departed on a special pleasure cruise to the Mediterranean and the Holy Land. The cruise had been rather extensively advertised ever since the beginning of the year. Both General W. T. Sherman and Henry Ward Beecher were to be on the passenger list, which was limited to a total of 150 persons. Neither the general nor



the preacher, however, was able to go. The principal celebrity aboard when *QUAKER CITY* left New York with 65 passengers was Mark Twain, who was later to describe the trip in entertaining detail in *Innocents Abroad*.

She came to anchor in the Lower Bay, because of high seas and winds, and lay there two days before the captain considered it advisable to set forth. After all, it was a pleasure trip, the steamer was not bound to any hard-and-fast schedule, and there was no sense in subjecting passengers to seasickness at the very start.

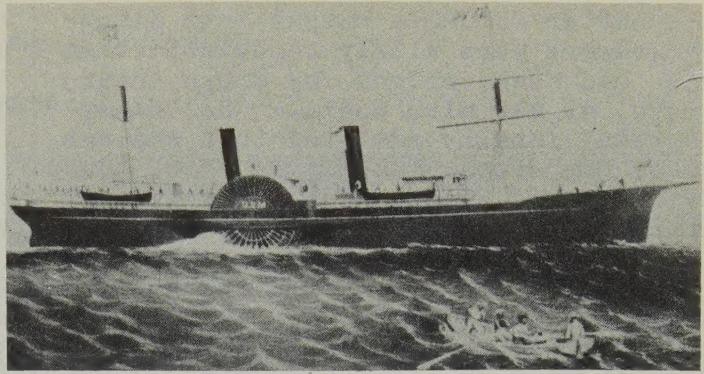
*QUAKER CITY* made a stop at the Azores, then proceeded to Gibraltar and Marseilles, where most of her passengers left to go on an excursion to Paris and the International Exposition being held there. From Marseilles she went to Genoa, Leghorn, and Naples, then to Athens--where her passengers were not permitted to land, as the authorities feared they might bring the plague.

Constantinople was the next port of call, whence *QUAKER CITY* went to Sebastopol, to see the battlefields and ruins of the Crimean War. A run was made to Odessa for coal. There, an invitation was extended the American tourists by the Czar of Russia, Alexander II, to visit him at his summer palace at Yalta. *QUAKER CITY*, after coaling, accordingly proceeded to Yalta, where there were many teas and receptions by Russian royalty in honor of the travelers. The steamer was visited by the Governor General of the Crimea, and by the famous defender of Sebastopol, General Todtleben.

Returning to Constantinople, she proceeded to Smyrna and Beirut. Here, most of her passengers disembarked to make the overland trip to Jerusalem and through Palestine, *QUAKER CITY* meanwhile going on to Jaffa, where she anchored until the overland trip was completed. With her full complement of tourists, she next sailed for Alexandria, so that her passengers could visit Cairo, the Pyramids, and the Sphinx.

On the trip home from Alexandria, stops were made at Algiers, Cagliari, and Malaga; but at none of these ports were passengers allowed to land, on account of quarantine regulations. A stay of one week was made at Gibraltar, where *QUAKER CITY* coaled, followed by visits to Cadiz, Funchal, and Bermuda.

After returning to New York, *QUAKER CITY* was chartered by the North American Lloyd, a Ruger Brothers creation which was trying to establish a service



*QUAKER CITY*

--From a Lithograph

between New York, Bremen, and the German Baltic ports. She made one or two trips to Bremen, Copenhagen, and Stettin; then the company failed and went out of business. It was succeeded in 1868 by Ruger Brothers' New York & Bremen Steamship Company, which had as transitory a career. Under its auspices *QUAKER CITY* made a trip or two to Bremen, and then was laid up. The entire undertaking was not only hopeless but actually rather ridiculous. Its promoters failed to grasp the elementary fact that any attempt to pit old, slow wooden sidewheelers against modern, fast iron screw steamers on the world's most competitive trade route was foredoomed to failure and insolvency.

Now a new and different chapter was opened in the career of *QUAKER CITY*--a chapter of international intrigue and diplomacy. On April 29, 1869, she was bought at New York by John S. Inness, who resold her to one Alban M. Jephson, a British subject. Before the sale could be completed, the State Department ordered the United States Marshal at New York to seize the steamer, on suspicion that she was to be used for filibustering and gun-running. The case was taken to court, where Jephson testified that he had purchased the steamer April 28, 1869, had renamed her *COLUMBIA*, and was trying to obtain a provisional British registry from the British Consulate New York, until such time as he could get a permanent registry at a British port. It was also brought out in testimony that *QUAKER CITY*--henceforth *COLUMBIA*--carried a full cargo of beef, pork, flour, tobacco, and other merchandise, consigned to Kingston, Jamaica, where she was to receive permanent registry. Officials very carefully examined the cargo and found it to be exactly as stated in the manifest. Neither arms nor ammunition were found. The court then permitted *COLUMBIA* to depart, after filing an indemnity bond of some



\$200,000. She left New York June 12.

After COLUMBIA had put into Kingston, rumors were widely circulated that she had been bought by Cuban insurgents, at war with Spain. Her owner-captain finally admitted that she was to be converted into a warship, but said she had been purchased by Haitien interests. One of Haiti's periodical revolutions was taking place, but nothing was vouchsafed as to whether COLUMBIA had been bought by the government party or the revolutionaries. Suffice it that she was loaded with a large quantity of powder, ammunition, and arms, and after a short stay slipped away from Jamaica--destination unknown.

On July 14, 1869, the commander of the USS NIPSIC reported, in a despatch to the Secretary of the Navy, that he had met COLUMBIA, flying the British flag, going into St. Marc, Haiti, then in possession of the revolutionary party. COLUMBIA was accompanied by DELPHINE a FLORIDA, which had been bought by the Haitiens. In February, 1870, Admiral Poor, U.S.N., reported COLUMBIA as being at anchor in Port au Prince, without armament and dismantled.

During this year fighting had broken out between Haiti and Santo Domingo. On August 20, 1870, the latter's port of Monte Christi was very unexpectedly invaded by the Haitien man-of-war MONT ORGANISE a QUAKER CITY b COLUMBIA --as renamed by the Haitien revolutionary government--which heaved a few shells into the city and departed. No damage was done, but the local populace at least enjoyed a mild panic.

MONT ORGANISE is next heard from in June, 1872, this time as the passive party to an action. A German squadron consisting of the flagship VINETA and the frigate GAZELLE arrived in Port au Prince June 11, under Commodore Batsch. He had been despatched on orders of Prince Bismarck to enforce claims for spoliation of German subjects by the Haitien Government. Batsch served notice that he expected a payment of 3000 pounds sterling before sunset on the same day, or he would take the steps necessary to enforce his demand.

The Minister of Foreign Affairs replied with the plausibilities, evasions, excuses, and counterclaims customary in such matters, trying to drag things along. The German did not bother to reply to this note. Instead, promptly at sunset, he commenced hostilities by seizing the Haitien man-of-war MONT ORGANISE and L'UNION, sending their crews ashore. This was something the Haitien Government understood. A

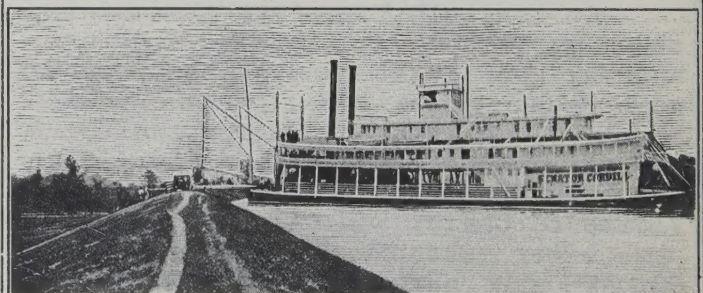
meeting of the diplomatic corps was called by the President of Haiti and his ministers, and it was agreed to pay the three thousand pounds instant. The money was delivered at midnight, under protest, and at nine o'clock, the morning of June 12, the two Haitien warships were returned to their owners. The German squadron then departed.

Nearly two years later, MONT ORGANISE took ex-President Nissage Saget, who had resigned his office, from Port au Prince to St. Marc. This was made quite an occasion, as the local garrison was paraded and formed a guard of honor to the landing stage at Port au Prince, while salutes were fired from the forts and batteries. The steamer left May 21, 1874. With the ex-president were his family, some friends, and his personal belongings.

The last ever heard of MONT ORGANISE is a despatch dated September 10, 1875, advising the State Department in Washington that the Haitien warships ST. MICHEL and "1804" had arrived at Port au Prince. They had been completed at Philadelphia for the Haitien Government. Unarmed on their arrival, they received their equipment and arms from MONT ORGANISE, lying disabled and completely worn out at Port au Prince. In MONT ORGANISE were also the guns once carried by LE TERREUR a PEQUOT (USS) and SALNAVE a MARATANZA (USS). The report specifically stated that ST. MICHEL and "1804" constituted the entire Haitien fleet. It also said MONT ORGANISE was the former FLORIDA--undoubtedly a mistake. FLORIDA was older than QUAKER CITY, and had by this time ceased to exist. There is no record of a FLORIDA, or a DELPHINE, as she had been renamed, after 1869.

How much longer MONT ORGANISE remained afloat is a mystery. Probably it was not long. Repeated inquiries addressed to Haitien officials have drawn complete blanks. Keeping accurate records of their ships was not a strong suit of the Haitien Government.

HAVE YOU ORDERED YOUR LYTLE LIST?



Courtesy Mississippi River Levee Association

SENATOR CORDILL Looking Over A Levee



## A BRIEF HISTORY OF THE MERCHANTS &amp; MINERS TRANSPORTATION COMPANY

By William B. Taylor

-- Part II --

Merchants & Miners continued naming its ships in alphabetical order, DORCHESTER following CHATHAM in 1889. Built by Harlan & Hollingsworth, Wilmington, Delaware, she was a trifle larger than CHATHAM, and was the first ship equipped with triple-expansion engines as an original installation. The cylinders were 24", 39", and 59", with a 48" stroke.

When she first entered service, her deck plan was the same as CHATHAM's, with her boats and all houses, including the pilot house, on the promenade deck. However, after some twenty years of service, the pilot house was placed on top of the deckhouse, thus affording better vision ahead for the navigating officers. At the same time, the boats were similarly raised, providing passengers with an unobstructed promenade the full length of the vessel.

DORCHESTER had one bad collision. She was rammed by the British tramp steamer THORNHILL May 3, 1902, at 3 A. M., off Smith's Point, Chesapeake Bay, while bound from Baltimore to Providence, Captain Enos Foster commanding. DORCHESTER had a large hole torn in her starboard bow. She returned to Baltimore, where her passengers and crew, including three severely injured, were landed. CHATHAM took the passengers out the next day.

During the trouble with Mexico, DORCHESTER was requisitioned as an army transport. She carried troops and munitions to General Funston at Vera Cruz. Returned to the company, she resumed regular service, finally ending her career in the junkyard in 1927.

ESSEX followed DORCHESTER in 1890, built by William Cramp & Sons at Philadelphia. She was of the same general characteristics as DORCHESTER--259' on the waterline, 40' beam, 3000 horsepower--and could easily be mistaken for her in profile. I have seen ESSEX at sea with a favorable wind which allowed her to have all sails set: as previously mentioned, a common practice of the older captains who had spent their early days in sailing vessels. She was a



ESSEX, December 11, 1937

--Author's Photo

striking and beautiful sight.

ESSEX burned and sank at Baltimore June 13, 1906, but was raised and rebuilt at the Newport News Shipbuilding & Drydock Co. Her length was increased to 318' overall, her pilot house was raised to the deck above, and her boats were placed on the upper covered deck over the long row of additional state-rooms on the forward promenade deck. The dining room, previously in the conventional location on the main deck aft, was moved to the promenade deck just aft of the mainmast, and the foremast was relocated.

In keeping with the times, in the latter part of her career, a dance hall was built atop the deckhouse directly over the after end of the dining room. It was out of the question to do any dancing in that location, with any sort of a head sea running.

ESSEX was reported sold for junk in 1940, at 50 years of age. But on March 24, 1941, she was reported sold to the White Pearl Shipping Co. of Baltimore. On September 26, 1941, en route from Lisbon, Portugal, to New York, she was beached in sinking condition under the Southeast Head Lighthouse on Block Island, with twenty feet of water in the engine room. The Coast Guard stood by while heavy seas pounded the ship. She was never refloated, and the 50-mile gale of December 24 put the finishing touches on the wreck. Her bones can be seen today at very low tides.

The company's next vessel was FAIRFAX, built in 1891 by Harlan & Hol-



lingsworth. She was slightly larger than her predecessors: 270' on the waterline, 42' beam. In place of the pole masts of DORCHESTER and ESSEX, she had masts and crosstrees, carried booms on each mast, and was rigged with staysails and jibs. This ship was the first to be built with pilot house and navigating officers' rooms on the deck above the passengers' quarters. Her sheltered deck extended from the foremast to the engine hatch. Her dining room was located as usual on the main deck aft, with a tier of rooms against the ship's hull on either side. These rooms were finished in highly polished dark wood which set the dining room off to advantage and produced an atmosphere of coziness.

The active life of FAIRFAX was not long. She stranded on Sow and Pigs Shoal November 27, 1898, in a gale and snowstorm, the same night that PORTLAND left Boston, never to be seen again. Salvage operations were carried on as weather permitted, and quantities of baled cotton were removed. But, in spite of it all, FAIRFAX became a total loss. She had cost \$386,000 to build, and was valued at \$305,000 when lost.

The Maryland Steel Co., Sparrows Point, Maryland, laid its first keel for the company with GLOUCESTER in 1893. She was a fine looking ship with her tall masts and tall funnel, following the style of FAIRFAX with cross-trees, topmasts, and booms on both masts. It hardly seemed necessary to keep the jibs and staysails with a modern 2500-hp. engine to drive her 272' hull. But they were there if needed in an emergency, and they were used occasionally, with favorable winds. GLOUCESTER maintained her original appearance all through her long life, except

for removal of sails and booms and extension of her sheltered deck the full length of the deckhouse.

Her career was marred by one serious accident, when she collided with the 4-masted schooner HERBERT D. MAXWELL, March 16, 1912, off Thomas Point, Chesapeake Bay. The schooner went to the bottom, taking four crew members with her. But her skipper and four others were picked up by the steamer. GLOUCESTER suffered a broken foremast and torn rigging and rails; but, under command of Captain J. McDorman, she made the pier in Baltimore unassisted.

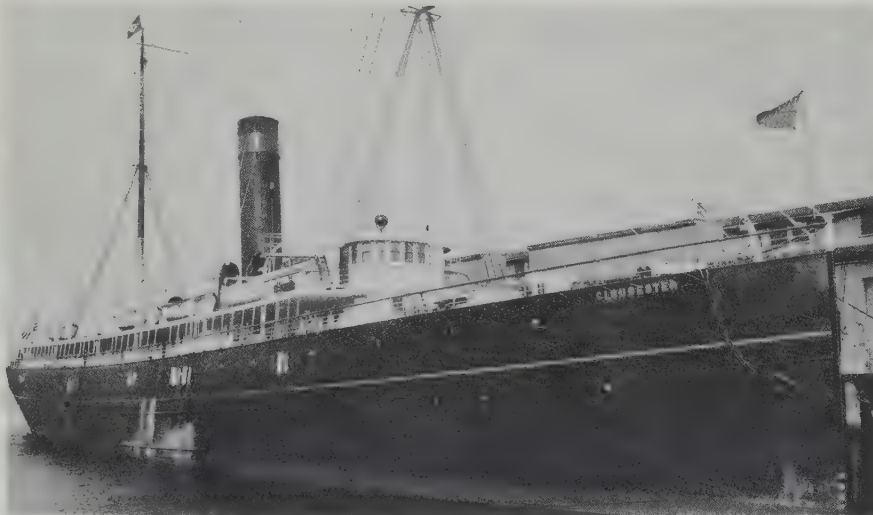
When the tanker PINTHIS collided with the second FAIRFAX June 10, 1930, off Humarock Beach, Massachusetts, GLOUCESTER was one of the first rescue vessels to arrive on the scene. Dense fog hindered operations; but, under command of Captain Bunting, she rescued survivors both from the water and from FAIRFAX, and returned them to Boston.

Like all good ships of our Atlantic coast, GLOUCESTER had her troubles with wind and weather. The worst, according to one of her engineers, was the "PORTLAND storm" of November 27, 1898. GLOUCESTER sailed from Boston on the afternoon of November 26, and took a terrible beating off Cape Cod that night. She weathered the blow, after finding some shelter in Vineyard Sound, and reached Norfolk two days late with a very thankful group of passengers.

GLOUCESTER was delivered to the shipbreakers for junk in 1937.

Harlan & Hollingsworth delivered HOWARD to the company in 1895. She too had a 2500-hp. engine, designed to enable her to make the run from Norfolk to Boston around Cape Cod in 37 hours. Her schedule called for departure at 7:00 P. M. and arrival on the morning of the second day in time for the stevedores to work the ship at 8:00 A. M.

HOWARD's only noticeable feature that could distinguish her from GLOUCESTER was her shorter funnel. Deck plans, staterooms, even stateroom numbers and dining room location on both vessels were identical. Yet, for some reason never fathomed by her designers or builders, HOWARD proved the worst roller the company had. I well remember the morning of June 30, 1901--my first out of sight of land. It was a beautiful day, but



GLOUCESTER, September 20, 1930

--Author's Photo



the long undertow rolling in from the east was making HOWARD show off, and I was awakened by being rolled out of my bunk. My uncle was then master of HOWARD, and I shall never forget the riding he gave me for not being a better sailor.

The company decided in 1909 to lengthen HOWARD approximately 40', and to make radical alterations in her appearance. She was delivered to the J. N. Robbins Co., Erie Basin, Brooklyn, and drydocked on Wednesday evening, October 13. Her hull was cut through from side to side, and at 10:30 Friday morning the separation of the severed hull began. Electric winches pulled the forward section the required 40' in eighty minutes, though actual pulling time was about twelve. All necessary parts had been fabricated. Two new and larger boilers were installed, and then the hull was closed. A larger funnel was placed; new double-angle keelsons and double plating were added across the new section for strength; and two new watertight bulkheads were added, one forward of the boiler room, the other aft of the bunkers. Bilge keels 95' long were fitted on each side of the ship. Both masts were cut down 17', the foremast was resteped 40' aft of its original position, and all booms and sails were removed. The crankshaft was rebuilt and the machinery overhauled. Four new sideports were added for quick freight handling. HOWARD was refloated and returned to service in 14 days--attesting the almost superhuman effort put into this work, which would normally have taken one to three months.

HOWARD's waterline length was now 310', and her seagoing qualities were vastly improved. The increased length provided space for 300 tons additional cargo, and promenade deck staterooms for 32 more first-class passengers. The foremast was no longer stepped immediately forward of the pilot house, in the way of the navigating officers. The ship rolled less with her shortened masts. And, happily, the alterations did not decrease her speed.

For over 30 years more, HOWARD continued on the company's various runs, with few mishaps. At the start of the second world war, she was under command of Captain H. E. Callis; and, when the Boston terminal was closed, she had the unhappy distinction of making the last sailing from Pier 2, New Haven Docks, on October 18, 1941.

Eventually the company disposed of her. She was owned in 1944 by the Empresa Hondurena de Vapores, a United Fruit subsidiary, under Honduran regis-

try. She was scrapped in 1947, after 52 years of service. Few coastwise steamers have had a more honorable record.

JUNIATA came out in 1897, of the same general appearance as GLOUCESTER and HOWARD. Their dimensions, public room layout, and horsepower were identical. One feature distinguished her: a foremast stepped aft of the pilot house, and forward of the captain's folding bed. Harlan & Hollingsworth had tried to make this change in previous ships, with the hearty approval of the ships' officers; but the company had held to the old design. The searchlight was now mounted atop the pilot house instead of on the foremast or on a brass standard at the bow. The bow arrangement had been especially awkward: the searchlight had to be placed by hand and then controlled by ropes leading to the pilot house.

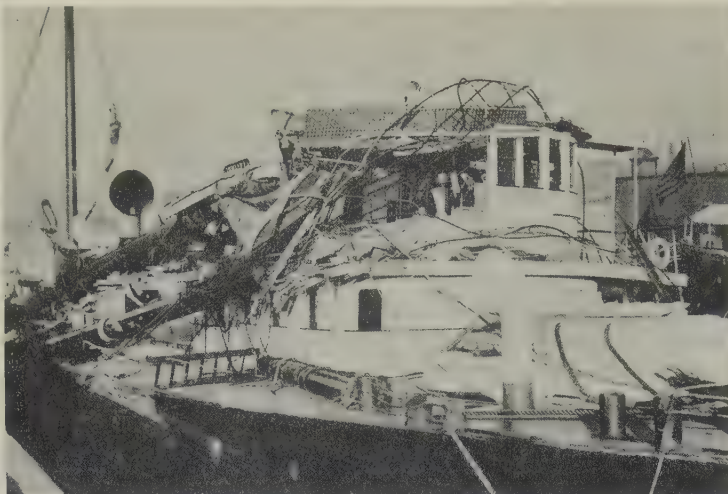
JUNIATA's social hall was finished in white with gold leaf trim. Her dining room and all rooms leading off it were panelled in polished mahogany. She was equipped with the latest navigational aids. Four tubular boilers supplied steam at 160 pounds, to turn a 4-blade bronze wheel of 16' diameter and 23' pitch. Her 114 rpm. gave her a sea speed of 15 knots--though she maintained 17 on a Baltimore-Savannah run.

JUNIATA had the one bad accident of her career September 20, 1905. En route from Boston to Norfolk and Baltimore, she collided with the 5-masted schooner HARWOOD PALMER at 9:49 P.M. off Chatham, Massachusetts. The sea was smooth, but a dense fog hovered in patches over the water. The schooner's officers claimed they were blowing the fog horn at regular intervals; but only two blasts were heard by JUNIATA.

The steamer's foremast and funnel carried away, and part of the pilot house, the captain's and mate's rooms, and the tops of staterooms on the lower deck were torn off. This wreckage caused injuries to several passengers and crewmen. The PALMER's bowsprit and jibboom were embedded in JUNIATA's superstructure. During the night they broke off short and enabled the crews of both vessels to clear away debris and separate the ships. The impact had caused JUNIATA's cargo to shift and produced a beneficial 10° list, which lifted a hole in her side above water.

At dawn, JUNIATA got under way, steered by the emergency gear aft. The work of removing wreckage began on her arrival at Boston. Later she was moved to the Atlantic Works, East Boston, and made seaworthy for a trip to Baltimore





JUNIATA After Her 1905 Collision --Author

for permanent repairs. A long series of court proceedings ensued, and at the end each company practically paid for the repairs to its own vessel.

The lengthening of ESSEX in 1906 had been so successful that the same work was undertaken on JUNIATA in 1907. Again the work was given to the Newport News Shipbuilding & Drydock Co. A new

foremast, which had been stepped after the accident, was not changed. As altered, JUNIATA and ESSEX looked much alike, with pole masts and tall funnels nearer the mainmast than the foremast.

JUNIATA continued for many years, and was very popular with the traveling public. Woodrow Wilson made several trips on her for his health before he became president. She had a record of being consistently on time. She wintered on the Boston-Norfolk-Baltimore run, and in summer, when the larger ships came north, plied the Baltimore-Savannah-Jacksonville run.

Her history was much like HOWARD's after war broke out and the line was practically driven out of business by government requisitions. Lloyd's of 1943-44 lists her as also owned by the Empresa Hondurena de Vapores, and she was also scrapped in 1947. Fifty years is a long time to travel the stormy Atlantic coast; but JUNIATA did it, and no doubt could have delivered more years of service.

(To be continued)

## SSHSA Log

The Society will hold its annual meeting Saturday, January 12, in New York City. Full details are being mailed with this issue of Steamboat Bill. Many of our members have never attended a national meeting. Those who have agree that they have thoroughly enjoyed the programs and the opportunity to meet fellow members with mutual interests.

Just a few lines about the Chapters. If you live within the areas where local chapters are operating, you should join them and attend their meetings. Their fall and winter programs are now in full swing. Here are the addresses from which information may be obtained regarding their meetings:

METROPOLITAN NEW YORK: Dr. John I. Griffin, 400 E. 20th St., New York 9, N.Y.  
 METROPOLITAN BOSTON: Selwyn N. Blake, 32 Winchester St., Brookline 46, Mass.  
 METROPOLITAN LOS ANGELES: R. F. McGraw, Box 144, Sierra Madre, California.  
 SOUTHERN NEW ENGLAND: Elbert T. Handshaw, 47 Barney St., Rumford 16, R.I.

Invoices for 1952 dues are in the mail. Prompt payment will be appreciated. It will save the Secretary the task--and SSHSA the cost--of sending reminders.

A word about Life Memberships. We hope that members who are financially able to take out life membership (\$100.00) will consider doing so. In 1946, we established the SANDY ADAMS FUND, a fund set aside for the Publications Committee, and to consist of the first ten life memberships received. The purpose was twofold: to honor our late Secretary-Editor Arthur C. Adams of Norwich, Connecticut, and to enable the Publications Committee to have a working fund for issuance of reprints and other occasional publications. To date, we have received only three life memberships. Publication of the Lytle List is handled by the Publications Committee, Alexander Crosby Brown, Chairman. The three life memberships have been applied to the Lytle List publishing fund, and we are anxious to receive at least seven more to complete the Sandy Adams Fund.

## LATE ITEM from Long Island Sound:

Another steamer has fallen victim to diesel. QUONSET a ELIZABETH MONROE SMITH b BOJANGLES is being stripped of her boilers at New London. --DVG

READING NOTE (see also p.95): "The Second Great Western Steamship Company of Bristol, England," Grahame E. Farr,

American Neptune, October, 1951, pages 251-261.

THANKS to William H. Ewen of Hastings-on-Hudson, N. Y., for lending us the line cuts of an ocean sidewheeler and JAMES W. BALDWIN which appear, respectively, in the front-page banners of this and the September issue.



## Atlantic Seaboard

Exit another famous steam flyer. On September 19, SANDY HOOK 116264, formerly of the Central RR. of New Jersey's New York-Atlantic Highlands service, was sold at Trustee's sale to J. Kerzman for scrap. She was built by Wm. Cramp & Son, Philadelphia, in 1889. Your section editor visited Cornwall Landing, 56 miles up the Hudson, October 14, and found her machinery and boilers already out, her "house" down to one deck, and her pilot house and bridge sitting high up in the air.

The Sutton Line made its last public New York-Bear Mountain trips on Labor Day, and the Hudson River Day Line (now under the same ownership) quit September 30. Their three remaining boats, ALEXANDER HAMILTON, ROBERT FULTON, and PETER STUYVESANT are tied up at Pier 81, foot of West 42d Street.

The Meseck Line discontinued Jersey City-Bridgeport service September 3, but ran to Rye Beach until the 8th. Now AMERICANA and JOHN A. MESECK a NAUSHON are wintering at their usual Jersey City berth below the Colgate clock.

LIBERTY BELLE, Wilson Line diesel at New York, concluded her 1951 Rockaway Beach season September 9.

In mid-October the Circle Line still ran three trips a day around Manhattan Island, using the diesels NEW YORKER (former LSI) and SIGHTSEER a CELT, built 1902 at Wilmington, Del., as a steam yacht. ISLANDER is spare.

Ross Black sends a photo of FIRE ISLAND QUEEN, 3-deck diesel single-end-er which plies between Bay Shore, L.I., and Ocean Beach, Fire Island. If she had a stack, an observer to windward could easily mistake her for a pretty, if somewhat squarish, little steamboat.

The Yonkers Ferry still operates about 18 hours a day to and from Alpine, N. J., using its diesel double-enders JOHN J. WALSH and WEEHAWK a W.A. BALDWIN.

RESOLUTE a GENERAL OTIS b NANCY HELEN, originally a U. S. Army Governor's Island steam ferry, now diesel, has been done over in aluminum paint. After a charter to the Kill Von Kull Ferry Co. for weekend service on the Port Richmond-Bergen Point Ferry, she is now in storage at the Mobile Gas dock, Yonkers. --BCB & HC, JR

There is considerable talk of reviving the old New York Bay Ferry between St. George and 39th Street, South Brooklyn. Brooklyn & Richmond Ferry Co. is seeking a franchise. The two-slip Brooklyn terminal is still intact.

Harry Cotterell, Jr., Editor  
36 Alexander St., Newark 6, N.J.



GRAND REPUBLIC

--SSHSA Photo Bank (E. A. Patt)

Those of us who are old enough to remember GRAND REPUBLIC 85541 of 1878, biggest day excursion boat at New York ("line" boats excepted), may still see her walking beam and gallows frame sticking above the waters of the Hudson at the foot of West 155th Street, where she burned while laid up, April 26, 1924.

LACKAWANNA a HAMBURG b CHATHAM, only diesel in the D. L. & W. Hoboken Ferry fleet, was repainted at the company's West Brighton marine shops in September. She was originally steam.

Two interesting little vessels tied up at the Manhattan Lighterage Co. yard, Elm Park, S. I., are the tiny gas screw lighters NIGHT HAWK 130936 (36', 14 tons, built 1901, Fall River, Mass.) and 20TH CENTURY 202006 (44', 13 tons, built 1905, Patchogue, L. I.) Painted dark red like their bigger sisters, they would make watch charms for any dyed-in-the-wool boat fan, even though they are not steam.

ATLANTIC SEABOARD (New England-Canada), Doris V. Green, Editor, 126 Broad Street, Groton, Connecticut

Lake Deschenes on the Upper Ottawa River, which bore the first steamboat launched on Canadian inland waters--QUEEN OF DESCHENES, built 1837 at Aylmer, Ont.--has lost the last of its 37 steamers. The screw tug G. B. PATTEE, after 7 years on the bank at the Quyon Boom, has been broken up for her scrap metal. She was preceded to the foundries by the last two sidewheelers, G. B. GREENE and ALEX FRASER, which had lain abandoned beside her. --RWS

FORT TOWN and MAPLE CITY, 64'6" double-ended diesel ferries recently completed at Port Dalhousie, Ont., entered service this summer between Prescott, Ont., and Ogdensburg, N.Y. Their names are those originally borne by the terminal cities. The steam ferry LEVIS



of 1910 has lain idle and reportedly for sale at Prescott since spring. The fate of her running mate JOSEPH DUBRULE a LOUIS PHILIPPE is not known. --RWS

Frank Bowen reports in Sea Breezes that YANGTSE PHOENIX a SAGUENAY b KIANG YONG is a total loss after going ashore in a typhoon while laid up in Tolo harbor. Built in 1911 for the Richelieu & Ontario, she was a unit of Canada Steamship's fleet till sold Chinese in 1946. She grounded once before at Tolo, under her second name, but was salvaged.

On October 15, the Common Council of Saint John, N. B., voted to abandon the harbor ferry once served by the steamers OUANGONDY, LUDLOW, and GOVERNOR CARLETON. Their successor, the 116' diesel LOYALIST, built 1933 at Shelburne, N. S., is to wind up the West Saint John service November 30. --GIH

YARMOUTH closed her brief summer season on the Boston-Yarmouth run with her return to Boston September 17.

MAQUOIT, one of Maine's last passenger steamboats, was officially reported "Abandoned" in September.

On September 16, members attending the SSHSA national meeting were taken on a tour of Boston harbor by the small but pleasant diesel boat JAMES J. MINOT. We welcome her to our "fleet."

One of the most ancient vessels still working around New England's shores is the 184.5' diesel tanker SEABOARD, built 1874, Wilmington, Del., as an Old Bay Line freighter. She was at New Bedford twice in November.

The Hyannis Steamship Line (which never owned a steamship) now has the large cruisers LEPRECHAUN and KATERI TEK on its Hyannis-Nantucket (summer) run.

The new Boston Museum of Science has a good display of electrically-driven steam engine models--oscillating, beam, single and compound reciprocating, horizontal, and others. --RLG

JAMESTOWN a CHARLES W. CULKIN b GOTHAM, the hard-luck diesel-electric double-ender which ultimately caused the death of the quasi-municipal Jamestown & Newport Ferry Co., was sold Aug. 15 to the Commonwealth of Virginia, to satisfy a libel filed by the Electric Boat Co. Purchased Jan., 1950, from the Kass Ferry Corp. and used on the ferry only 76 days, JAMESTOWN represents an approximate loss of \$175,000 to Jamestown taxpayers. After spending \$60,000 overhauling her machinery, the company found that the Coast Guard insisted on new hull plates to the tune of \$72,000. These they declined to install, and JAMESTOWN lay idle until this sale. --Newport Daily News; HC, Jr

## REUNION AT WOOD ISLANDS



CHARLES A. DUNNING, August 5, 1951 --CBM

Twenty-seven years ago, we lost SANKATY, when her fire-twisted hulk was raised from the bottom of the Acushnet and towed off to Maine. About 20 years ago, we found her--spotted her unmistakable twin stacks over a roof at Stamford, though unaware to that moment that she was a ferry from that port to Oyster Bay. This summer we found her again, but not by recognizing her.

Fortunately, we knew what we were looking for this time, when we arrived at Caribou, N. S., and sailed out of its spruce-bordered harbor for Wood Islands, P. E. I., aboard the little diesel PRINCE NOVA. She was an interesting ship herself, having once been the Thousand Island steamer WAUBIC; but she was not what we had come to see.

Halfway across Northumberland Strait we met her. It had to be she, for Northumberland Ferries have only two boats; but, at a mile distance, nothing about CHARLES A. DUNNING, formerly HMS SANKATY, suggested the white two-stacker which was the pride of the Nantucket line, and its first propeller.

We let PRINCE NOVA chug out of Wood Islands without us, and waited for the DUNNING to come back. She came, looking impressive enough, but holding the head-on position to the last minute, doubtless to conceal her maimed after parts. For she is still a mine-layer in design: 3-deck superstructure forward, cut away amidships to the main deck bulwarks. She is now a single-stacker, with no external hint of her former identity but the fine lines of her stem. She has her original engines.

Capt. E. Holdway very cordially did the honors of his ship and pilot house. Mr. Askah, mate, amazed us by the virtuosity with which he packed the waiting vehicles aboard. CHARLES A. DUNNING has good vehicle capacity for her size (200'), but no facilities for bow-loading or turning cars on board. Hence, all vehicles, trucks included, have to



back aboard. And every square inch must be used; for, except at very slow times, there is enough traffic so that some cars have to be left for the next boat. Hence, the company is now seeking another boat to buy, or official permission to build one. PRINCE NOVA is aging, too. In this case, at least, it looks as if steam would outlast diesel. In her 40th year, with her 3d superstructure, SANKATY is going strong.

ATLANTIC SEABOARD (Chesapeake Bay and South), John L. Lochhead, Editor, Mariners' Museum, Newport News, Virginia

The Commonwealth of Virginia purchased the Gloucester-Yorktown Ferry in September. After the bridge is completed next April, VIRGINIA a CITY OF BURLINGTON (no relation to the C. & O. VIRGINIA) will be used on the Gray's Point-Whitestone line (Rappahannock River); YORK, on the Jamestown-Scotland run (James River). GLOUCESTER will be held in reserve.

The Pine Beach-Boat Harbor ferry NEWPORT NEWS left in September for Camden, N. J., for conversion to diesel.

On October 6 the paddler CHESAPEAKE a BUFFALO, of the same service, was retired. Chief Engineer Mead, SSHSA member, had the honor of being her last chief. A group of SSHSA members, including the editor of Steamboat Bill and his wife, watched the beam engine function for the last time. As CHESAPEAKE was being tied up, Captain Burton pulled the whistle cord and used up most of the steam left in her boilers. Inadvertently or not, he never signaled "All finished with the engines"; so the ghost of CHESAPEAKE will continue

to ply the waters of Hampton Roads.

The walking-beam ferry SEAWELLS POINT was sold in October to a Newport News junk dealer. CHESAPEAKE's retirement leaves CITY OF RICHMOND the only walking-beam ferry on the east coast.

The diesel-electric JAMESTOWN has replaced CHESAPEAKE, joining the "new" SEAWELLS POINT to give Hampton Roads two of New York's old Electric Ferries.

The C. & O., though it has abandoned ferry service, is holding WAUKETA at Pier 9, for emergency use.

From Baltimore, Graham Wood reports BEAR MOUNTAIN's arrival from Washington to lay up. Rumor is current that she may spend the winter as an excursion boat at Houston, Texas. Mr. Wills, her owner, has also brought down from Boston the Nantasket steamers, ALBERTON, NANTASKET, and FRANCIS SCOTT KEY.

VICTOR LYNN, freighter on the Baltimore-Salisbury (Maryland) run, broke her shaft in September.

The Wilson Liner MOUNT VERNON ran a special Washington-Baltimore trip with passengers September 15, and proceeded next day to Philadelphia with another group. BAY BELLE indulged in her usual post-season cruises and charters out of Baltimore--one of her most unusual involving a debutante party.

TOLCHESTER, having finished her post-Labor Day cruises out of Baltimore, came to Norfolk in mid-September for a series of moonlights and trips to Jamestown Island. Patronage was disappointing. She made one Jamestown trip, cut short her stay, and returned to Baltimore for more charter trips.

The Maryland Historical Society, which announced in 1949 that one of its major objectives would be a maritime museum of Chesapeake Bay items, has an interesting collection which, though chiefly concerned with sail, embraces some excellent steamboat half-models, lithographs, and photos.

The railroads are protesting the proposed revival of the New York-Savannah run by the Seatrain Line.

McAllister Brothers, Inc., opened the Norfolk division of their towing business May 15, 1951. The original vessels, MARY L., TERESA, and RODERICK McALLISTER, were soon joined by several other units of the company's fleet.

The tug LOUISVILLE--diesel at last after a long conversion--has replaced the aged MEMPHIS on the Norfolk-Pinners Point run.

DOES YOUR LOCAL LIBRARY, MUSEUM,  
OR SCHOOL KNOW OF THE LYTLE LIST?



C. W. Stoll of Louisville sends this photo of the proud St. John's River sidewheeler CITY OF JACKSONVILLE, as she lies near Jacksonville Beach. C.W. "was amazed (and delighted) to find her afloat." So are we!



## Inland Rivers

Highlighting steamboat news on the rivers are two towboat races on the Ohio and Kanawha, distinguished obsequies on the Upper Mississippi, and a change of name and trade for a brag boat. At Huntington, W. Va., October 7, Amherst Coal's 130' coal-burning stern-wheeler ELLEN HATFIELD a C. C. WEBBER beat her oil-burning sister ship WEBER W. SEBALD a JOHN W. WEEKS of Armco Steel by three barge-lengths in a six-mile race. A week later, the SEBALD won a return match at Charleston by a nose.

At Dubuque, little remains of the 106' sternwheel sand and gravel towboat HARRIET. IRR and MV give her building date as 1906; but she was reportedly rebuilt from an Upper Mississippi bow boat of 1875. If so, she had reached the age of 76--a phenomenal one for a wooden river steamboat.

In mid-September, the 167', 2000-hp. JASON, last big sternwheel steamer to be built (1940) on the Mississippi system, was sold by the Union Barge Line to the Amherst Coal Co., and left the Upper Ohio, where she has reigned supreme since the passenger steamers departed, to tow coal out of the Kanawha to Cincinnati. Renamed HERBERT E. JONES, she has been changed to a coal-burner.

On October 30--20 days after she was christened at Chicago--Ashland's 150' triple-screw AETNA-LOUISVILLE began her maiden trip from Lockport, Ill., to St. Louis. Her 3 diesels deliver 4800 hp.--the most powerful kick on the rivers. She and 8 integrated oil barges (1170' overall) will ply between St. Louis and Ashland, Ky.

Other new diesel towboats, completed or building, are BILLY POTTS, JR., owned by W. F. Potts, 330 hp.; BRUCE ARTHUR, A. L. Mechling, 765; BUSY BEE, Kanawha Sand, 230 (gas); DE SOTO, Commercial Petroleum & Transport; FRANK W. BANTA, Plaquemine Towing, 1800; HARRIET ANN, Upper Mississippi Towing; HEP, H. E. Parsons, 400; HORTENSE B. INGRAM, Ingram Products, 1800; INCA, Indian River Lines, 1800; LA SALLE, Commercial P. & T.; LYDIA H., Tex-Mex Towing, 800; MAGNA, Kanawha Sand, 270; PETCO 20, Petco, 1800; W. J. KEARNS, Jones & Laughlin, 430. Corrected horsepower ratings for 2 boats previously reported are: DELTA CITIES, 3000; W. S. RHEA, 3200.

Of the passenger steamers, Streckfus' ADMIRAL a ALBATROSS extended her St. Louis excursion season to mid-September. AVALON a IDLEWILD returned to Paducah October 4, from an early-fall series of excursions at Memphis. In



PRESIDENT, Evansville, June 15, 1940--CBM balmier New Orleans, PRESIDENT a CINCINNATI ushered October out with a Halloween moonlight cruise.

Earlier that month, the Greene Line's DELTA QUEEN paid New Orleans her last 1951 call and returned to Cincinnati to lay up until she sails for the Mardi Gras February 16. On her return, she found GORDON C. GREENE already dozing at the home wharfboat after a successful St. Louis season culminating in a Chattanooga cruise and a final one-way trip from St. Louis to Cincinnati.

On September 29, the day of her last sailing for New Orleans, DELTA QUEEN lost her second commander in 15 months. Capt. James G. Butler, who had succeeded the late Tom Greene, died that day in a Cincinnati hospital after several weeks' illness--just four years after he narrowly escaped death in the loss of ISLAND QUEEN, of which he was then pilot. Capt. Henry C. McGarvey succeeds him.

Huntington, W. Va., continues to be a rendezvous of sternwheel steamers. Late in August, because of a slowdown in the coal trade, Island Creek's D. W. WISHERD a LORETTA HOWARD and J. D. AYRES, and Armco's CHARLES R. HOOK a DESTREHAN were tied up there. The last returned to active towing in September. On October 2, GEORGE M. VERITY a S. S. THORPE had a new 4-barreled "St. Lawrence whistle" installed at Huntington.

Two steamboat ghosts which have walked in recent news are those of the big ROBERT F. BRANDT a WALTER A. WINDSOR, whose hull was reported sold in August, and H. S. DOUGLAS, which--after her movie career failed to materialize--lay two years at St. Louis, and has now been taken to Alton, Ill., as floating headquarters of a joint towboat repair and supply operation of Piassa Tool & Die Co. and the Eagle Boat Store.

The Coast Guard has awarded this winter's icebreaking contract for the Illinois River to the Central Barge Co., which will use its diesel towboats A. M. THOMPSON, CENTRAL, and NORTHERN.



## Great Lakes

The rebuilt ocean freighter TOM M. GIRDLER is now in service on the Great Lakes for the Nicholson-Universal SS. Co.--70% owned by Republic Steel. She was originally a wartime Maritime Commission C-4. Her old bow was cut off at Baltimore, and a new 325' bow section was built by Ingalls at Pascagoula, Miss., towed to Baltimore, and welded to the rear section. The ship was then towed from Baltimore to New Orleans, and thence by the Mississippi-Illinois route to Chicago, where she arrived September 27. New deckhouses were installed at South Chicago. Meantime, the pontoons which had supported her stern from Baltimore to Lockport, Ill., were being taken via the Lakes, the N. Y. State Barge Canal, the Atlantic, and the Chesapeake to Baltimore, for use in bringing another steamer to the Lakes.

Over 5000 persons inspected TOM M. GIRDLER at Cleveland October 25, in an open house after she discharged her first cargo: 14,001 tons of iron ore from Escanaba. Vital statistics are: 602' (overall) x 71½' x 35'; 14,500 T. capacity, 9115 T. gross, 4497 T. net; 10,000 hp. steam turbine; 23 mph. maximum; 40 crew. She is about 30' shorter but nearly 12' wider than CLIFFS VICTORY, largest ship previously brought from the Atlantic, and is expected to handle some 200,000 T. more per season.

Remodeling cost \$2,000,000, plus about \$330,000 in towing charges, plus about \$100,000 purchase price. This totals about 70% of the cost of a completely new steamer, and the owners save 3 years over the time required to build new on the lakes. Of the GIRDLER's two sister conversions, CHARLES M. WHITE arrived at Lockport, Ill., in tow October 31, and TROY H. BROWNING will follow.

Another C-4, MARINE ROBIN, has been bought by a new Hanna company, the Hansand SS. Corp., and will be converted to enter Lakes service in 1952.

Captain M.J. Bishop of St. Ignace, Michigan, is now fleet captain of the Mackinac Transportation Co., operating the Straits of Mackinac carferries CHIEF WAWATAM and SAINTE MARIE.

A new diesel ERIE ISLE, launched August 21 at Cleveland, was scheduled to go into service between Port Clinton, Put-in-Bay, and Middle Bass about September 15. She is 64' long and can carry 50 passengers and 5 automobiles.

PHILIP R. CLARKE, ARTHUR M. ANDERSON, and CASON J. CALLAWAY, 647' ore-

Rev. Canon F. C. St. Clair, Editor  
514 N. Eighth St., Manitowoc, Wis.



STE. CLAIRE, Detroit River, July, 1949

--Courtesy W. A. McDonald

carriers due to be launched near the end of the year, will add 2,200,000 T. a year to the capacity of the fleet.

The Interlake SS. Co. ship building at Sparrows Point, Md., will measure 626' x 70' x 37', and be christened ELTON HOYT II. The present ELTON HOYT II a WILLIAM P. SNYDER will become c ALEX D. CHISHOLM at the end of this season. Their J.L. MAUTHE, 647' long, is to be launched in January at River Rouge. Both new ships will have oil-fired boilers and carry 18,000 tons of ore.

Manchester Liners, Ltd., are to begin direct service between Liverpool and Manchester, England, and the Great Lakes next summer. They have ordered MANCHESTER PIONEER and MANCHESTER EXPLORER from Cammel, Laird & Co.

Colonial Steamships, Ltd., have sold EASTON to the Iron Ore & Transportation Co., Montreal, to carry supplies for the big Labrador iron ore development to Seven Islands, St. Lawrence R.

Gayport Shipping, Ltd., Toronto, operating tankers for McColl-Frontenac, has acquired the diesel OIL TRANSPORTER a TRANSOIL, formerly owned by the Associated Oil Co. of New York.

At Buffalo on October 29, the bulk freighter PENOBSCOT collided with the gasoline barge MORANIA 130, in tow of DAUNTLESS. Almost a million gallons of burning gasoline engulfed the two craft and at least ten men died, including PENOBSCOT's master, Louis Guyette.

We thank member Doris Bull of Detroit for clippings of the Buffalo disaster and TOM M. GIRDLER, as well as 2 Great Lakes steam tug notes. SACHEM a JOHN KELDERHOUSE of 1907, which sank in Lake Erie last December with loss of 12 lives, has been raised and towed to the Detroit River for reconditioning. The mystery of her sinking remains unsolved. The Lake Superior steam fish tug ARROW of 1914 has been sold by her Detroit owner to the Manitou Logging Co. She



gained fame four years ago by leading 8 ice-trapped fishing boats into Ontonagon.

In collision at Port Huron, HARVEY H. BROWN a HARRY A. BERWIND and GEORGE F. RAND a WILLIAM C. AGNEW were both badly damaged. The RAND had to be beached.

A new diesel double-ender, THOMAS RENNIE, has been added to Toronto's municipal ferry fleet, which comprises the similar SAM McBRIDE and WILLIAM INGLIS, the smaller single-ended steamer T. J. CLARK, and the steam sidewheel double-

enders BLUEBELL and TRILLIUM. The fate of the last two is now cloudy, but it seems likely that at least one will be kept, to handle holiday crowds.

The 360' diesel auto ferry VACATIONLAND was expected to be in service on the State ferry at the Straits of Mackinac by November 15; but her completion has been delayed.

Bradley's JOHN G. MUNSON, largest limestone self-unloader on the Lakes, is to be launched at Manitowoc Nov. 28.

## West Coast

(Pacific Northwest), T. E. Sandry, Editor, 4232 Eastern Avenue, Seattle, Washington

### FINISHED WITH ENGINES

On Friday evening, September 28, Capt. Alf Hostmark rang down the engine of the little motor ferry ROSARIO 223051 a WHIDBY (steam) and brought 60 years of steamboating between Seattle and Suquamish to a close. Once again, a new bridge had "taken its toll."

With understandable sadness, from both practical and sentimental standpoints, a dozen Indianola and two dozen Suquamish passengers, plus 3 autos, made the trip on this chugging remnant of the long parade of "White Collar" boats which played so large a part in conquering the vast Kitsap wilderness.

Five members of your Northwest affiliate, PSMHS, were aboard when ROSARIO backed away from Colman Dock at 5:20 into the misty September evening. Equally misty were the eyes of the waterfront oldsters whose shouts of "Good luck, Cap!" floated across the water, to be answered by 3 resolute air blasts, plus 2 shorts. Then the little veteran slowly swung abeam of the Seattle skyline, and headed for 4-Mile Rock and West Point -- places not again to be seen (except distantly) by cross-Sound passengers.

Your correspondent knew the pangs to come. This was the run most familiar to me of all, for my grandparents, in the early twenties, had lived in Suquamish, and frequent weekend trips to visit them left vivid impressions on me.

Visions come back of the old days at Pier 3 (now 54), and I see fathers, mothers, and children, with market bags, overnight satchels, and picnic baskets, hurrying to catch CALISTA or ATALANTA to Whidby Island, MONTICELLO to Port Blakely, BAINBRIDGE to Winslow, F. G.

Robert W. Parkinson, Editor  
3051 Shattuck Ave., Berkeley, Cal.



HYAK, arriving at Pier 3, Seattle, in 1928

--Joe Williamson Photo

REEVE to Silverdale, BREMERTON to Brownsville, BURTON to Rolling Bay, or RELIANCE to Manchester. These are only a few of many fine steamers which would be leaving from 3 piers within minutes of each other, to take hungry, tired people from the bustle of city life into the peaceful tidal realm of the Inland Sea. For me, "the 5:15" might be the "Squeaky" (SUQUAMISH, Kitsap County Trans. Co., first inland waters diesel under the U.S. flag) for Indianola and Suquamish; but it was more likely to be the steamer HYAK, for Port Madison, Agate Beach, historic Suquamish, Keyport, and Poulsbo.

Now, I see us hurrying across HYAK's gangplank as she throbs at her spring line, eager to be off, yet willing to wait for a few running stragglers.

Comes 5:16, and a resounding Tang! Tang! rolls up from the engine room. The line has been dropped...the engine is backing down...the ship trembles slightly. As she gathers sternway, our ears are split with the long How-ooo-oooo-eeeeeee! of steam through the twin whistle-bells, announcing to Seattle that the van of the 5:15's is off for the Evergreen Playground. Close upon us, BREMERTON sounds her more melodious blast as she follows into the stream.



The sturdy BURTON replies with a hoarse bellow, and--if we are late--the sleek RELIANCE will leave her inshore berth (on time), regaling the "Front" with her chime whistle, considered by many "the loveliest sound on the Sound."

By this time, HYAK is well clear of the dock and describing a large turn to port, the other boats wheeling within our larger arc to form a picturesque oblique line, whence foaming patterns of swirling eddies etch the deep green water. Clang!...Our narrow ship stops pulsing a moment and all is quiet save for the hiss of steam from the escape pipe and the cries of gulls. Ahead we see the Black Ball racehorse H.B. KENNEDY and the record-breaking TACOMA lay their ears back for Bremerton and Tacoma, respectively. The pretty little SIOUX is just passing Smith Cove, en route to Port Townsend.

Clang!...The pulsing resumes, as HYAK comes to foaming rest, then moves ahead, swinging westward. Jingle!... The signal for full speed ahead is a welcome sound to weary office workers and families. One by one, the other proud little white ships follow our example, and, by the time our near-sister BREMERTON has finished her turn, we have gathered full speed, and a gentle white spray is being sent up by our cutwater. In the distance, the glow of the city becomes wonderfully toylike.

On the freight deck, old-timers and youngsters peer over the engine room rail to see the bright rhythmic motions of her speedy triple-expansion engine and watch the cheerful glow under her white-lagged boiler. In the cabin, fathers in straw hats read papers and mothers knit and watch children happily spin around upper-deck stanchions.

But...Wake up! These children are not on HYAK, for she has long gone for scrap...and the other little white steamers, too. These children play in the cabin of the last little boat to the other side--and tonight she is making her last run. They don't know how much they will miss her--yet. And they can never miss her as much as we, who have seen a generation of white couriers disappear from our midst, leaving only fond "little boy" memories behind.

It was no mere quip to say the new bridge has taken its toll. The Agate Pass Bridge, tying Bainbridge Island to the main Olympic Peninsula, has become toll-free after paying itself off in months. But in the bargain the North Kitsap Peninsula has lost its last direct ferry link with Seattle, and the once-esteemed foot-passenger is sen-

tenced to a lifetime of bus-riding.

I started with the idea of giving all the details of this last trip to Indianola and Suquamish; but I think old steamboat fans all over the country know they are better left untold. During the whole trip, we had broad smiles for Capt. Hostmark, Engineer Ralph Little, veteran Purser Bob Vetter, and all the fine crew; but each of us had the same pain, in the vicinity of the heart. Suffice it to quote Capt. Hostmark: "I hate to leave all my wonderful old friends who made this run with me so many years." And Suquamish gave a fitting reply. As the little ferry pulled out of the slip into the autumn night, her three farewell blasts were answered by the blinking on and off of many lights up and down the familiar bluffs.

To all you good friends in the SSHSA, from those of us in the Northwest Corner, a Very Merry Christmas and a Happy New Year!

## High Seas

Stephan Gmelin, Editor  
1 Indian Spring Rd., Cranford, N.J.

In a North Sea fog, November 4, the C-4 type U.S. transport GENERAL M. L. HERSEY (1944) collided with the Netherlands-built Argentine motorship MAIPU (1951) near Weser lightship. MAIPU, with a cargo of meat, coffee, and grain, went to the bottom; but all 238 persons aboard were rescued. She was carrying only 80 of a possible 800 passengers.

Three days later, the Liberty ship GEORGE WALTON (1943), carrying relief grain to India, took fire 390 miles off the Washington coast. Despite hazardous seas, the Japanese freighter KENKON MARU stood by and succeeded in saving most of the WALTON's crew.

Recent new arrivals at New York include the turbine vessels ASIA (Cunard, 8750 T.), BLIDUM (Nordfriesische Reederei, 1689 T.), and NICOLINE MAERSK (Moller, 6740 T.), and the diesels BRAHEHOLM (Swedish American, 4043 T.) and HEIAN MARU (NYK, 6848 T.) --Tow Line

The Sword Line, Inc., has brought suit against the collier BERWINDVALE (1945), in consequence of a collision in the Cape Cod Canal last May 5 with their ARIZONA SWORD, which had to be beached in sinking condition.

SEA WITCH (1940), one of the first C-2's, later AXEL SALEN (Swedish), is reported now to be WARSZAWA (Polish). EUROPA (1923) a MONGOLIA (British) is now NASSAU (Home Lines), in cruise trade.

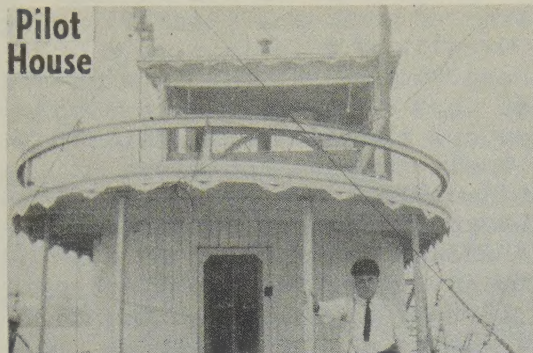
FORT AMHERST (1936) (Furness Withy) and VOLENDAM (1922) (Holland America) are reported sold, the former to Belgian interests, the latter to Italy for scrap.



## STEAMBOAT BILL OF FACTS

A publication relating primarily to North American steam and other powered craft, past and present. Issued to promote and coordinate the activities of historians and collectors, by The Steamship Historical Society of America, Inc. The success of Steamboat Bill depends on sustained cooperation of SSHSA members. Opinions expressed by authors are not necessarily those of the editors. Subscription is by membership in the Society. Send applications to Mr. Patt at address below. Single copies, 75 cents.

Pilot House



Pilot House and Texas of GENERAL CROWDER a R. DUNBAR, July, 1923

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Regional Editors as Indicated in Their Sections

Time's cockeyed march--on the double--is giving heavier and heavier emphasis to the "Historical" in our Society's name. Individual news items dramatize the trend: death of the D. & C.; failure of the Old Dominion revival; construction of the Delaware and Chesapeake bridges; infection by diesel of such hitherto immune marine species as carferries, bulk ore carriers, and Monongahela coal towboats; and its overwhelming sweep of auto ferries, excursion boats, and Mississippi towboats. But the really telling evidence lies in the uninspiring pages of the Bureau of Customs' Monthly Supplement to Merchant Vessels of the United States. Here is its story for the nine months ending September 30, 1951: of nearly 1600 vessels of all types added to the merchant marine, ten were steam-propelled. One of these was not a new ship, having been built in 1943; hence the average is one new steamer a month.

Three of the nine are the Staten Island "superferries"; the rest are ocean-going craft of 8300 gross tons or better: two tankers, two freighters, and two passenger liners. Only three of the nine are privately owned. No new steam vessel has "received its first document" during these months on any fresh waters of the United States--or on any coastal route, except for the offshore and essentially deepwater service of the tankers and SEATRAN GEORGIA.

Jay Allen presumably did not--to misquote a flourishing statesman of some nautical bent--found Steamboat Bill to preside over the liquidation of American steam navigation. The Fall River Line was already dead, but there was some reason to think steamboating was only on the verge of a long twilight. The night has fallen, instead, with tropical suddenness. Water transportation will continue, and posterity may even learn to find diesel fumes as nostalgically fragrant as we do steamboat smoke. But today, while they are still only a potent inducement to seasickness, there is a more important lesson in the Monthly Supplement story.

Time's a-wasting! We've said it before, but perhaps never quite so urgently. For all of us connected with Steamboat Bill, it is a time to redefine and advance the historical purposes which this journal was primarily created to serve. For the whole Society, it is a time to remember that we are a historical society, obligated as such to seek out and preserve significant steamboat facts and relics, to support nautical museums, to help complete the files of our Photo Bank and similar permanent collections, and--right now--to see to it that the Lytle List, which will be in a very real sense the cornerstone of future research in early American steam navigation, gets into print and onto the reference shelves of the world. Let us, while we still can, find in our Society, in



its chapters, and in its fellow organizations the pleasures of the "fan club," but at the same time devote ourselves steadily to our more serious long-range task of recording the steamboat and steamship story which is not the least important chapter in the history of North America.

## Reviews

Of Walking Beams and Paddle Wheels, A Chronicle of San Francisco Bay Ferryboats, by George H. Harlan and Clement Fisher, Jr. San Francisco (Bay Books, Ltd.), 1951. 162 pages. Ill. \$4.50.

This is a beautiful book. With its handsome binding, spectacular photographic end-papers, profuse illustration (over 90 photos and 6 admirable scale drawings), "Roster of Ferry Vessels," map, bibliography, and index, it is truly a steamboat fan's dream. For anyone interested in ferryboats, in San Francisco, or in beam engines --and of course for any SSHSA member-- it is a made-to-order Christmas gift.

The authors are long-time devotees of their subject, and write from personal acquaintance with the latter-day boats and their complements. They break the story down into regional divisions, and handle the complex background of corporate evolution with remarkable lucidity. Equally clear and valuable is the separate chapter in which they describe the structure and operation of the vertical beam engine.

It must be said, however, that this book, in common with several others recently received, seems to have been hurriedly prepared and sketchily proofread. A little more care would at least have reconciled the "Roster" with the text. Fully a dozen discrepancies of date or dimensions exist between them, and 17 boats described as plying Bay ferry routes are left out of the "Roster" altogether. The authors admit that they have omitted vessels "where data was unobtainable"; but 9 of these 17 show up at once in two issues of Merchant Vessels of the U. S. on the reviewer's desk--one being the sternwheel FRANK SILVA, for which they say on page 66, "no records are today available."

This may be asking more of the book than it was intended to give. It is good steamboat reading and deserves the wide sale it will certainly enjoy. But one must regret that neither authors nor publishers took the slight additional time and care which would have made it as valuable for future reference as it is for present enjoyment. --CBM

CURRENT READING NOTES (See also p. 86)

A Stretch on the River, Richard P. Bissell (SB, viii:23), Signet Books (pa-

per edition), 1951. 25 cents.

Inland River Record--1951, Frederick Way, Jr., 121 River Ave., Sewickley, Pa. \$3. More than 1600 boats listed.

Ships & Sailing, Kalmbach Pub. Co., 1027 North 7th St., Milwaukee 3, Wis., monthly beginning June, 1951. Articles, news items, on shipping in general and other maritime topics. Mostly contemporary. Excellent photos. \$5 a year.

"The Boats That Sail A Warpath," Edna Staebler, Maclean's: Canada's National Magazine, July 1, 1951, p. 18ff.

"World's Finest Tugs Dock World's Finest Ships," Tow-Line (Moran, NYC), 3 recent issues. Excellent photo spread.

"The First Transatlantic Liner Named UNITED STATES," John L. Lochhead, Shipyard Bulletin (Newport News), May-June, 1951, pages 14-15, 18.

"Green Boats and Blue Waters," J. Bernard MacCarthy, Irish Travel (Dublin), July, 1951, pages 202-203.

"History of the Steamer TASHMOO, The Queen Lives On," J. Michael O'Brien, The Delta News: Annual Field Day Number (Detroit), August 3, 1951.

"Lake Tankers" (IMPERIAL LEDUC and IMPERIAL REDWATER), The Lamp (Esso), June, 1951, pages 18-21.

"Clyde Steamers," Donald B. MacCulloch, Scottish Field (Glasgow), September, 1950, pages 20-21.

"Ships That Tested The Blockade of the Gulf Ports, 1861-1865," Marcus W. Price, American Neptune, October, 1951, pages 262-290.

## IMPORTANT NOTICE

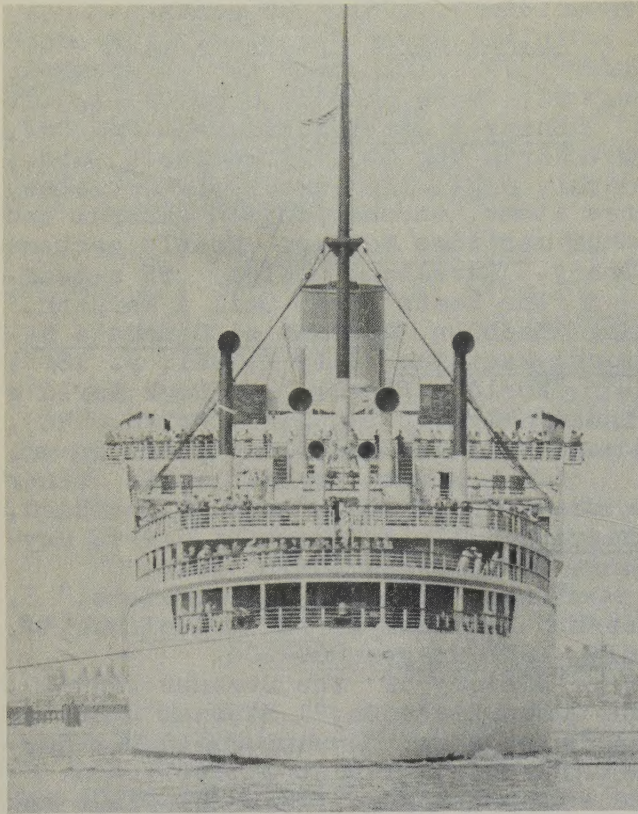
In the same mailing envelope with our September issue, we inserted a circular describing The Conquest of the Missouri, by our fellow member Joseph Mills Hanson, and quoting the book at \$3.50, the price at which it was published several years ago.

Since the circular was distributed, the author has been advised by his publishers, Rinehart & Co., that because of increasing costs the price has had to be raised to \$4.00. However, orders received by Rinehart & Co. direct from SSHSA members, in response to the circular, will still be filled at \$3.50. To take advantage of the old price, members should enclose the circular with their orders, or state that they are members of The Steamship Historical Society of America and are ordering in response to the circular.



## Heard On The Fantail

Send FANTAIL views, reminiscences, gripes, news of members, and notes on operation to Jay Allen, Saffer Court 2, Urbana, Illinois.



At last a fantail view from the west coast! This is the first one since we started our series in August, 1945. Nearest contestant would be MERCY at Guam, shown in December, 1945. This view of LURLINE is contributed by William T. Miller, and shows her at San Pedro, California, May 26, 1950, apparently in a manoeuver either approaching or leaving her berth. A good view from off the starboard bow was shown on page 62, September, 1948.

Let's start off our Fantail exchange this trip with a word from Harry Erskine, who offers a little food for thought. Says he, "Among my notes on steamship operation I recently came across a problem in logistics that made quite an impression upon my mind at the time I first saw it. It came from The Mathematics of Statistics, by R.W. Burgess, and I understand that, in more complicated form, this question actually arose in a statistical office in Washington during World War I. I have an idea it may prove of interest to some of the members of SSHSA, especially those interested in steamship schedules. Here it is:

"Suppose 20 boats make six transatlantic trips each per year, giving as

the time for a turn-around (i.e., time between consecutive departures from the same ports) one-sixth year (60 days), and that 10 boats make 4 trips each per year, giving as their time for a turn-around one-fourth year (90 days--a year of 360 days being used for convenience). What is the average number of days per turn-around?"

"I am still trying to run down the details on that wooden boiler that exploded aboard the SS. JOHN HANCOCK on her trial run off the Massachusetts coast in 1817." Can any of you Fantailers help Harry out?

John H. Dodge responds next to our remarks at the September session about the TASHMOO and PURITAN models now in progress by SSHSA members. I forgot to specify that Walt Draper's PURITAN is the Lake Michigan liner, not the Fall River Liner; but John's information on models of Fall River Liners is nonetheless interesting. "There is said to be a large model of Fall River Line's PURITAN at Webb Institute, a 1/8" scale of BRISTOL at Newport Historical Society--said by authorities to be the finest model of its type ever seen--and a scale model of COMMONWEALTH at Fall River Historical Society--very complete. I, personally, am in the final stages of construction of a 1/8" scale model of Fall River Line's PROVIDENCE of 1907 [1905?--Ed.] I've made two fairly good models of the lost steamer PORTLAND, and am working on a 54-inch model framed and planked and intended to sail and operate as nearly as possible as the prototype did. I hope to see pictures of your models, you SSHSA model-makers, and of yourselves, and I'll gladly exchange for pictures of me and mine."

Thanks, John Dodge, for this contribution regarding scale models. I regard carefully built models as an important phase of our society's historical activities, and would be glad to see one or two Fantail sessions devoted to such pictures as you suggest, and they don't have to be fantail views, either. I think I can fix it up with Skipper Brad Mitchell; so send in your best photographs of your best models, you model-builders and owners, and maybe we can run a couple of "album" pages of members' models--steamboat models, that is. For the rest of my readers, I refer you to the opening directions of this column. I want to hear from more of you between now and February first. Meantime, best wishes for an auspicious start for each of you on your personal voyage of 1952!

Cheerio! --STEAMBOAT BILL